

Bearing Replacement (4-Wheel Drive Models Only)

NOTE

The steering knuckle on 1993-on 2-wheel drive models is not equipped with this bearing.

1. Remove the bearing inner dust seal (**Figure 59**) and outer dust seal (**Figure 60**) from each side of the bearing. Discard both dust seals, new ones must be installed.
2. Remove the circlip securing the bearing.
3. To remove the bearing, carefully tap the bearing out from the circlip side of the steering knuckle.
4. Pack the bearing with a good-quality bearing grease. Work the grease in between the balls thoroughly; turn the bearing by hand a couple of times to make sure the grease is distributed evenly inside the bearing.
5. Apply a light coat of grease to the steering knuckle bearing receptacle and the outer surface of the bearing.
6. Place the steering knuckle on a piece of soft wood to support the bearing receptacle area.
7. Tap the bearing squarely into place and tap on the outer race only. Use a socket that matches the outer race diameter. Do not tap on the inner race or the bearing might be damaged. Make sure the bearing is completely seated so the circlip can be installed above it.
8. Install the circlip and make sure it is completely seated in the groove.
9. Install a *new* bearing dust seal onto each side of the bearing.
10. Apply a light coat of grease to the lip of both new dust seals.

FRONT SUSPENSION A-ARM (1988-1992 2-WHEEL DRIVE)

Removal/Installation

Refer to **Figure 47** for this procedure.

1. Remove the front wheel and steering knuckle as described in this chapter.

CAUTION

See the CAUTION at the beginning of this chapter relating to the use of self-locking nuts.

2. Remove the bolts and self-locking nuts securing front suspension arm to the frame. Remove the arm and discard the nuts.
3. Inspect the front suspension arm as described in this chapter.

CAUTION

See the CAUTION at the beginning of this chapter relating to the use of self-locking nuts.

4. Install the front suspension arm onto the frame.
5. Install the bolts and *new* nuts securing the front suspension arm. Tighten the nuts only finger-tight at this time. They will be tightened to the final torque after the front wheels are installed and the vehicle is on the ground.
6. Install the steering knuckle and front wheel as described in this chapter.
7. Lower the vehicle to the ground.
8. Tighten the self-locking nuts to the torque specification listed in **Table 1**.

Inspection

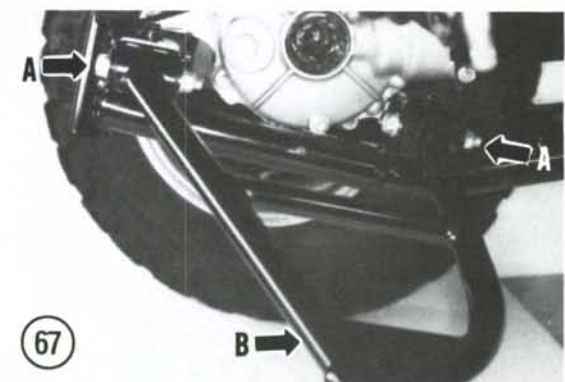
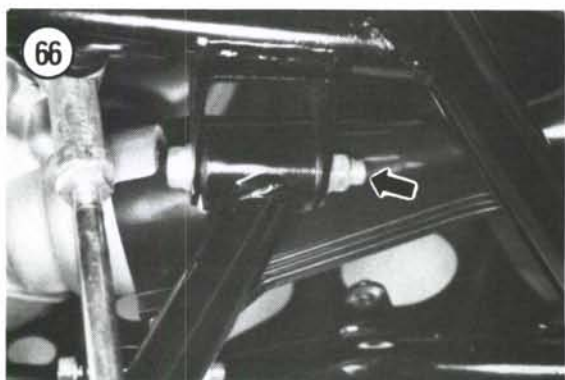
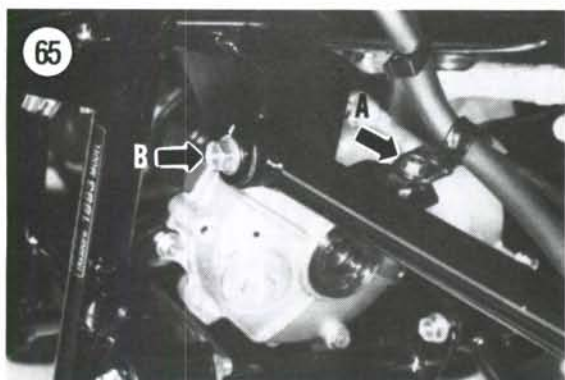
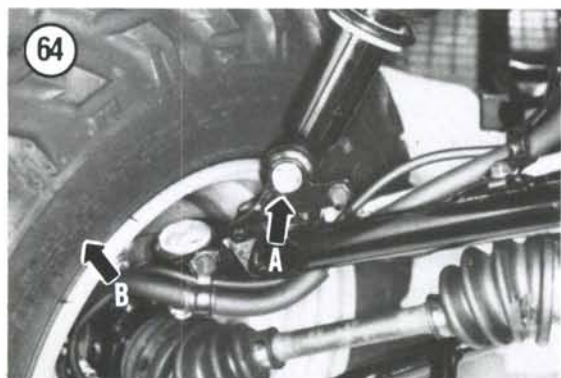
1. Inspect the front suspension arm for cracks, fractures and dents. If damage is severe, replace the arm. Never try to straighten a damaged or dented suspension arm as it cannot be straightened correctly.
2. Inspect the ball joint rubber boot. The swivel joint is permanently packed with grease. If the rubber boot is damaged, dirt and moisture can enter the swivel joint and destroy it. If the boot is damaged in any way, replace the front suspension arm, as the ball joint cannot be replaced.
3. Inspect the pivot point bushings for wear or damage. If damaged, replace the front suspension arm as the bushings cannot be replaced.

FRONT SUSPENSION A-ARMS (4-WHEEL DRIVE AND 1993-ON 2-WHEEL DRIVE)

Removal/Installation

NOTE

This procedure is shown on a 4-wheel drive model. The only major difference is the presence of the front drive axle and other minor items that are unique



to the 4-wheel drive system. Where differences occur that relate to the procedure, they are identified.

Refer to **Figure 50** for this procedure.

1. Remove the shock absorber lower mounting bolt and nut (A, **Figure 64**) and move the shock absorber out of the way. Discard the self-locking nut.
2. Remove the front wheel (B, **Figure 64**) and steering knuckle as described in this chapter.
3. Remove the clamp bolt (A, **Figure 65**) securing the hydraulic brake hose and breather hose to the upper arm.

CAUTION

See the **CAUTION** at the beginning of this chapter relating to the use of self-locking nuts.

4. Remove the front bolt and self-locking nut (B, **Figure 65**) and rear bolt and self-locking nut (**Figure 66**) securing upper front suspension arm to the frame. Remove the upper arm and discard the nuts.
5. Remove the front carrier as described in Chapter Thirteen.
6. Remove the bolts and self-locking nuts (A, **Figure 67**) securing lower front suspension arm to the frame. Remove the lower arm (B, **Figure 67**) and discard the nuts.
7. Inspect the front suspension arm as described in this chapter.

CAUTION

See the **CAUTION** at the beginning of this chapter relating to the use of self-locking nuts.

8. Install the lower front suspension arm onto the frame.
9. Install the bolts and *new* nuts securing the lower front suspension arm. Tighten the nuts only finger-tight at this time. They will be tightened to the final torque after the front wheels are installed and the vehicle is on the ground.
10. Install the upper front suspension arm onto the frame.
11. Install the bolts and *new* nuts securing the upper front suspension arm. Tighten the nuts only finger-tight at this time. They will be tightened to the final torque after the front wheels are installed and the vehicle is on the ground.

12. Move the hydraulic brake hose and breather hose into position on the upper arm and install the clamp and bolt. Tighten the bolt to the torque specification listed in **Table 1**.

13. Move the shock absorber into position and install the lower mounting bolt and a *new* nut.

14. Install the steering knuckle and front wheel as described in this chapter.

15. Lower the vehicle to the ground.

16. Tighten the upper and lower front suspension arm self-locking nuts to the torque specification listed in **Table 1**.

Inspection

1. Inspect both front suspension arms for cracks, fractures and dents. If damage is severe, replace the arm. Never try to straighten a damaged or dented suspension arm as it cannot be straightened correctly.

NOTE

*The upper arm ball joint is shown in **Figure 68**. The rubber boot can be inspected with the arm installed or removed.*

2. Inspect the upper arm ball joint rubber boot (**Figure 68**). The swivel joint is permanently packed with grease. If the rubber boot is damaged, dirt and moisture can enter the swivel joint and destroy it. If the boot is damaged in any way; replace the ball joint as described in this chapter.

3. Inspect the lower suspension arm where the steering knuckle ball joint attaches (**Figure 69**) for wear, cracks or elongation. Replace the lower arm if necessary.

4. Inspect the pivot point bushings for wear or damage. If damaged, replace the front suspension arm as the bushings cannot be replaced.

Upper Suspension Arm Ball Joint Replacement

NOTE

The lower ball joint is installed on the steering knuckle.

CAUTION

Ball joint removal and installation require special tools. Do not try to replace the ball joints without these tools as the suspension arm may be damaged.

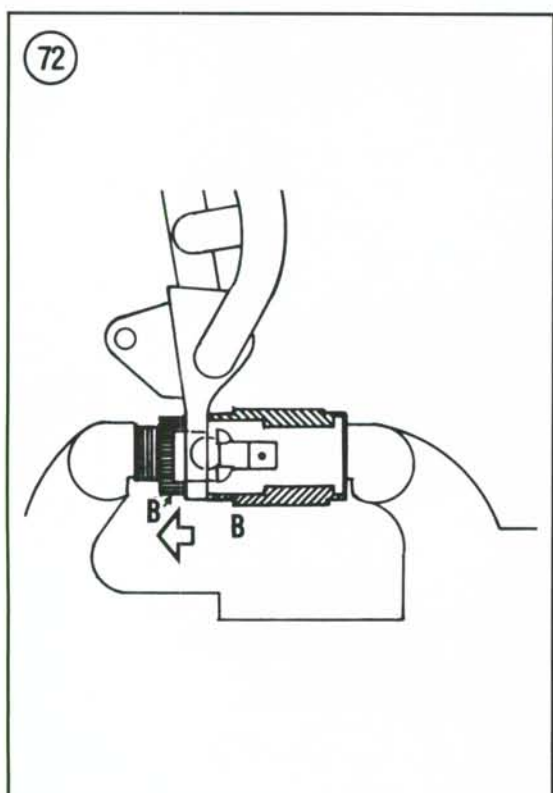
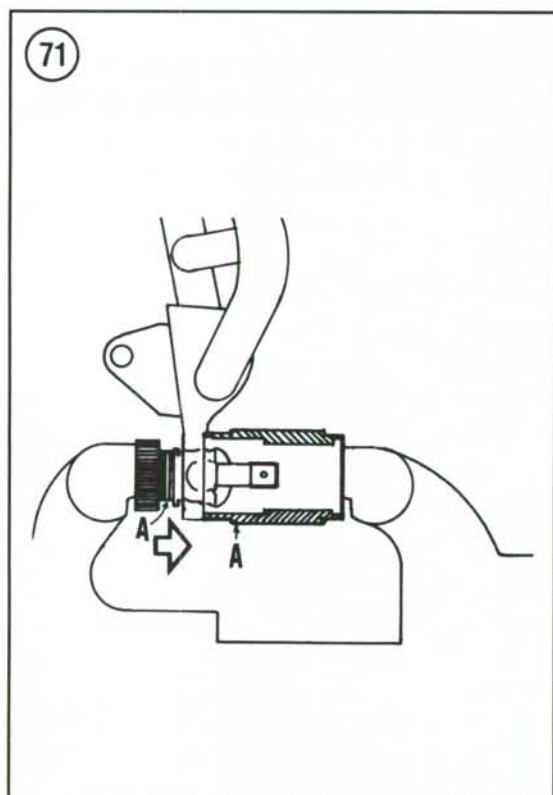
1. Remove the circlip (**Figure 70**) securing the upper ball joint to the upper suspension arm.

2. Remove the lower suspension arm as described in this chapter.

3. Position the special tools (Honda part No. 07JMD-HC50100) or equivalent, with the "A" mark facing the ball joint and install the special tools and the upper suspension arm in a vise (**Figure 71**).

4. Slowly tighten the vise and press the ball joint out of the upper suspension arm.





5. Remove the special tools, upper suspension arm and ball joint from the vise.
6. Clean the ball joint receptacle in the upper suspension arm with solvent and dry thoroughly.
7. Correctly position the new ball joint into the upper suspension arm and use the same special tool used for removal. Position the special tools with the "B" mark facing toward the ball joint.
8. Install the special tools and the upper suspension arm in a vise (**Figure 72**).

CAUTION

*While tightening the vise, if there is a strong resistance or if the vise stops moving, **stop** tightening immediately. There probably is an alignment problem with either the ball joint or the special tool. Realign the ball joint and special tools and try again. The ball joint should press in with a minimum amount of resistance.*

9. Slowly tighten the vise and press the ball joint straight into the upper suspension arm. Press the ball joint in until it bottoms out.
10. Remove the special tools and the upper suspension arm from the vise.
11. Make sure the circlip groove is completely visible in order to accept the circlip. Press the ball joint in farther if necessary.
12. Install the circlip and make sure it seats correctly.

SHOCK ABSORBER

Removal/Installation (1988-1992 2-Wheel Drive)

1. Remove the front fender as described in Chapter Thirteen.
2. Remove the front wheel as described in this chapter.
3. Remove the shock absorber lower pinch bolt (A, **Figure 73**).
4. Carefully withdraw the shock absorber from the steering knuckle.
5. Remove the circlip (A, **Figure 74**) then the top nut (B, **Figure 74**) from the shock absorber top mount.
6. Remove the shock absorber from the frame.
7. Install by reversing these removal steps while noting the following:

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